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MEMORANDUM

TO: Laura Swan, Chair
Transportation Advisory Committee

FROM: Ashley Maher
Office Manager

DATE: June 29, 2022

RE: Comments Re: Parking Study Analysis

The Select Board at the meeting of June 13, 2022, referred the attached to you for your review and recommendations back to the Board

Thank you for your attention to this matter.

Enclosure.

cc: Phil Goff, EALS Co-Chair

Dear Chair of the Arlington Transportation Advisory Committee

In referring this letter on behalf of the Select Board from Everywhere Arlington Livable Streets (EALS) to you, I would like for your committee to weigh in on the methodology and the conclusion of the parking study that was done by the Planning Dept. As you know, the Transportation Advisory Committee was created to advise the Select Board, and I would very much appreciate your unbiased, professional, and expert opinion on the study. If you have questions regarding this referral, please feel free to reach out to me directly.

Thanks,

Len Diggins (SB Chair)

Town email: ldiggins@town.arlington.ma.us

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From: Eals Coalition <ealscoalition@gmail.com>
To: Ashley Maher <AMaher@town.arlington.ma.us>
Date: 06/07/2022 05:44 PM
Subject: Letter to Select Board RE: Mass Ave/Appleton Parking Study Findings

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hi Ashley - please include this as Correspondence Received for the Select Board meeting next week.
Thanks so much!
-Phil Goff

Dear Select Board Members - As you may know, Everywhere Arlington Livable Streets (EALS) is a townwide advocacy organization that promotes sustainable transportation, improved facilities for pedestrians and bicyclists, and enhanced safety for all road users. Our roughly 500 supporters in Arlington have a keen focus on Mass Ave and hope that pedestrian and bicyclist fatalities become a thing of the past. As such, our group has been very involved in the Mass Ave/Appleton intersection and corridor planning process. We write today to provide input on the recently-completed parking study that was requested by the Select Board last year.

In reviewing the analysis, the following findings stand out to us:

- Parking in the aggregate area is significantly underutilized. At no time during any of the hours surveyed could one objectively conclude that a shortage of parking exists (per p.6: "...for all the days data that were collected, average utilization for the entire day was not more than 42%".)
- Indeed, only two segments studied were not underutilized all of the time, and none were overutilized.
- The two instances of normal utilization—occupancy of at least 85% of the available spaces—occurred in only two segments *in a single hour* on a late Saturday morning (with ample parking available in adjacent segments)
- The south side of Mass. Ave between Appleton Street and Burton Place was the focus of this Board's decision to depart from the bike lane recommendations of the DRC. The concern was parking.
 - Even in this segment, parking was significantly underutilized, not even at normal levels at any time (per p.13: "...over the course of the day, and based on all data collected, the average utilization was not more than 30%", with only a single peak hour at 70% utilization and one other hour at 60%).
 - Also notable is that "*long-term parking beyond two hours was observed with several vehicles*" meaning that nearby residents and employees parked on Mass Ave, not the short term parking that businesses rely on

That concerns about parking near Mass Ave/Appleton are unfounded is great news for business and the Town in our opinion. As the report concludes: "there is sufficient on-street parking supply in this area, and any further repurposing of on-street parking spaces would be possible to facilitate safety and accessibility improvements for pedestrians, cyclists, drivers, and transit users" (page 21).

To us, the results of the parking study should be grounds for the Select Board to discuss possible revisions to the current roadway striping that was implemented in 2021. At the very least, EALS Coalition hopes TAC and ABAC will have an opportunity to advise the Town on recommended changes for the benefit of pedestrian and bicycle safety until funding is found for reconstruction in the coming years.

Thank you,
Phil Goff, EALS co-chair
94 Grafton Street

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